

## § 32.55–35

vacuum relief valves or a venting system of branch vent lines and a vent header.

### § 32.55–35 Venting of cargo tanks on tank vessels constructed prior to November 10, 1936—TB/ALL.

The venting of cargo tanks of tank vessels, the construction or alteration of which was started prior to November 10, 1936, shall be made to equal the requirements of tank vessels constructed before July 1, 1951, where the changes are, in the opinion of the Officer in Charge, Marine Inspection, necessary in the interests of safety: *Provided*, That on such vessels carrying Grade A cargo the requirements in § 32.55–30(b) shall be met.

### § 32.55–45 Venting of cofferdams and void spaces of tank vessels constructed on or after November 10, 1936—TB/ALL.

(a) Except as provided in paragraph (b) of this section, on all tank vessels, the construction or conversion of which was started on or after November 10, 1936, cofferdams and void spaces shall be provided with gooseneck vents fitted with a flame screen or pressure-vacuum relief valves. The diameter of a vent shall be not less than 2½ inches.

(b) On unmanned tank barges not fitted with fixed bilge systems in the cofferdams and void spaces, vents for cofferdams and void spaces will not be required.

### § 32.55–50 Ventilation of tankships that have a keel laying date on or after January 1, 1975—T/ALL.

Each tankship that has a keel laying date on or after January 1, 1975, must have deckhouse and superstructure ventilation inlets and outlets and other openings to the exterior arranged to minimize the admission of flammable gas to enclosed spaces that contain a source of ignition.

[CGD 74–127, 41 FR 3844, Jan. 26, 1976]

## Subpart 32.56—Structural Fire Protection for Tank Ships With a Keel Laying Date On or After January 1, 1975

SOURCE: CGD 74–127, 41 FR 3844, Jan. 26, 1976, unless otherwise noted.

## 46 CFR Ch. I (10–1–07 Edition)

### § 32.56–1 Application—T/ALL.

(a) This subpart applies to all tankships that have a keel laying date on or after January 1, 1975.

(b) SOLAS-certificated vessels may be considered equivalent to the provisions of this subpart.

[CGD 74–127, 41 FR 3844, Jan. 26, 1976, as amended by CGD 95–028, 62 FR 51198, Sept. 30, 1997]

### § 32.56–5 General—T/ALL.

(a) Except as provided in paragraphs (c) and (d) of this section, each category A machinery space must be aft of the cargo area and pumprooms.

(b) Except as provided in paragraphs (c), (d), and (e) of this section, each accommodation space, service space except isolated storage spaces, and control space and each main cargo control station must be aft of:

- (1) The cargo area;
- (2) All cargo pumprooms; and

(3) All cofferdams that isolate the cargo area from category A machinery spaces.

(c) Except as provided in paragraph (e) of this section, any pumproom may be recessed below accommodation, service, and control spaces and recessed into any category A machinery space if the distance between the deckhead of the recess and the underside of the accommodation, service, or control space is at least equal to the height of the recess.

(d) Accommodation, service, control and certain machinery spaces, such as spaces for bow thrusters, windlass, and emergency fire pumps, may be located forward of the cargo area and pumprooms if it is demonstrated to the Commandant that the overall degree of safety of the vessel is improved and that the degree of fire and life safety for these spaces is not less than the degree of fire and life safety for similar spaces located aft.

(e) On liquefied gas carriers:

(1) Main cargo control stations may be located in the cargo area;

(2) Accommodation, service, and control spaces may be located over cofferdams that isolate cargo tanks other than integral tanks from category A machinery spaces;

(3) Pumprooms may not be recessed into any space below deck.